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Official and Classified ADVERTISEMENTS

Continued from Page 19

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WANTED sound carvel fishing boat 30-35ft. with deckhouse. Immediate cash payments. Tel: 0433 28110.

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WANTED live eels

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Wick boat's giant haul

A TOP BOAT at Peterhead in July was Wick's Boy Andrew, which landed a massive 800-box houl late in the month.

The catch caused a stir at the port because the boat is not one of the big steel 86-footers, but a wooden-hulled 74-footer. During the month Boy Andrew landed three catches at Peterhead and one in Denmark under her skipper-owner Norrie Bremner.

Mackerel ships in

LAST WEEK three factory ships lay in the south approach to Lerwick harbour hoping to be able to buy mackerel from Scots' boats.

In the early part of the week the boats had no success, but towards the end of the month some good catches were found south-east of Lerwick.

The north-east coast and two Shetland-based boats landed a total of 8,100 units and, after 100 units had been taken for local factories, the factory ships bought the remainder for £8 to £9.90 a unit.

The East German ship Staditz was stationed in the Bay of Refuge, Peterhead, this week to take up mackerel.

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Congratulations to Skipper NORRIE BREMNER of Wick on his giant 800 box landing on BOY ANDREW II at Peterhead on July 25 and good luck to him and his crew.

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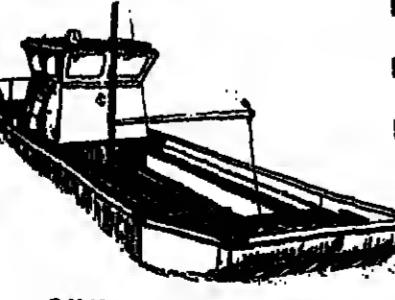
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FIGHT TO SAVE ROSS FISH JOBS

THREE HUNDRED Ross Fish workers at Hull, backed by their local MP, are fighting to save their jobs after the company announced the closure of its fish processing factory at the port because it is losing £1m.

It was brought about as a result of a drastic reduction in the landing of herring in the UK over recent times, coupled with the escalating costs of imported herring.

"Our main aim is to save the factory and all the jobs if possible. We have started a campaign of letters to the

action has become necessary because of the declining volume of cured fish products upon which the factory has been heavily dependent.

Peter Nevet, GMWU branch administrative officer who was at Tuesday's meeting with the management, said: "The action committee has decided to take no downright militant action at this stage to give any negotiations a chance.

There had been consultations on a constructive basis at Tuesday's meeting with Ross and there was a good chance that 60 to 70 jobs could be saved if the factory was negotiating for.

Peter Nevet, GMWU branch administrative officer who was at Tuesday's meeting with the management, said: "The action committee has decided to take no downright militant action at this stage to give any negotiations a chance.

"Our main aim is to save the factory and all the jobs if possible. We have started a campaign of letters to the

directors again the same day.

There had been consultations on a constructive basis at Tuesday's meeting with Ross and there was a good chance that 60 to 70 jobs could be saved if the factory was negotiating for.

"The closure is still a tragedy whichever way you look at it. We have offered every facility for the union and others to see everything we have done, including the many months when we considered the alternatives," he said.

"Our main aim is to save the factory and all the jobs if possible. We have started a campaign of letters to the

action committee yesterday (Thurs.) and Mr. Johnson was hoping to meet Ross

on a viable basis.

Mr. Johnson said he and the union were shocked at the suddenness of the announcement. The union was given assurances over the past few months that the workers would be moved elsewhere near the dock. There was no hint six or nine months ago that they would lose their jobs.

"My complaint has been that no one has seen the details, the facts and figures on which the company exercised its commercial judgment.

The company, which said its decision was made necessary by lower UK herring landings and the high cost of imported herring told the workers of its decision last Friday and said the West Dock Street factory would close on Monday.

She grossed only £24,800

for 1,315 kits caught in a 26-day trip to Bear Island.

The Icelandic trawler Dagny was only partially discharged

on the same day, but she realised £39,901 for 1,235 kits.

The remainder of the Icelandic catch was marketed on two trips on, two trips of basis. This was the end of Bill Brettell's latest turn, and he hit slack fishing.

He told Fishing News:

"Circumstances over which neither British trawler owners

Turn to page 26

NEWINGTON'S stereo fisher C. S. Forester may have to switch to mackerel fishing. The move is being considered by her owners as she took £18,000 on a white fish trip ended on Monday.

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Shetland stuff

THE STERN trawler *Boston Sea Gazette* (below) is going off for a three-week trial trip searching for mackerel off the Shetlands and in the Minches. She had her fishing trials from Lowestoft on Tuesday last week with her skipper, Alan Linton (below left), the former skipper of *Boston Sea King*. *Sea Gazette* was built at the Great Yarmouth yard of Richards (Shipbuilders) Ltd., part of Boston U.D.C. Co.



shell fish chat

ALL OF THE sand polluted by oil from the wreck of the tanker *Eleni V* has now been removed from the Suffolk beaches.

Fishermen, like holidaymakers along this coast, seem to have managed to keep clear of the oil which sunk on to their fishing grounds, but a couple of months ago there were many worried faces at Lowestoft, Aldeburgh and Southwold.

The spill was relatively small. About 4,000 tons of heavy fuel oil was deposited in the sea off Lowestoft after a collision between *Eleni V* and a French freighter on May 6.

The problem was that some of the heavy oil sank to the seabed, where it fouled trawls, crab pots and pot mooring lines.

At Aldeburgh, well-known crab fisherman Bill Burral said that, during May when crab catches should have been at their peak, they plummetted to their worst level. "We have no proof, but we believe the oil must be responsible for the poor catches," he said.

Another problem arising from this oil spill was that, for several days, fishermen at Southwold were prevented from leaving harbour because of a large boom fitted across the entrance.

The size of the boom was to prevent oil from flowing in with the tide — but it also prevented small boats going out to sea.

Southwold fisherman kept a record of the damage to their gear and the fishing time lost by pollution in the hope that they can claim compensation. Let's hope they are lucky!

On the south coast we have growing fear of a major oil spill. The maritime nightmare of a major oil spill feared by all fishermen came alive in March when the 230,000 ton supertanker *Amerada Castle* became wrecked off the Brittany coast. Some 65m gallons of Arabian oil flowed into the sea.

History's largest oil spill tainted more than a 100 miles of a coastline known for its vigorous fishing in-

fishermen are increasing in the area.

He was supported by another member who complained that he was in no doubt that very few of these part-timers declared their gains in their tax returns.

The chief fishery officer reported that he had proposed to the Ministry as far back as 1972 that there should be review of the present registration system — and had made a similar recommendation to the select committee of the House of Commons during its recent enquiry into the fishing industry.

One of the suggestions put by members of the Sussex Sea Fisheries Committee, which seemed fair and relevant to me, was to restrict the amount of gear used by part-time fishermen who earned less than 75 per cent of their income from fishing.

The restrictions suggested were a maximum of five lobster pots, 200 hooks or 10 metres of trammel net. I agree that it would be unfair to prohibit the hobby fisherman from catching a few fish, lobsters, etc., for the pot — but some of these boys are now competing with us chaps who make (or try to make) a living wholly by fishing.

A Lt. Comdr. Moorey pointed out that the sea is open to all and he doubted if any Government would be willing to discriminate against individuals. I'm sure that the Lieutenant has a well paid job in office and doesn't have to contend with smaller catches as more and more boats fish.

Prevention

We have a sound knowledge of tides, etc., in our area and our advice, based on years of practical observations, could help both in prevention and clean-up of the oil pollution. Did you note that I said — "when a spill occurs"?

Let's make an honest about it the chances of one occurring in the immediate future are considerable but, at last, the Government has accepted this fact and from what I've read is preparing contingency plans which could go into immediate operation.

AT THE last meeting of the Sussex Sea Fisheries Committee one of the members suggested that the time has now come for the Ministry to take over the registration of fishing vessels with a view to controlling their numbers in the interest of conservation. This is because the number of part-time

was running strongly crabs and lobsters sheltered behind boulders, stones or even made depressions in a sandy bottom. This suggests that, at times of strong tidal flows, these eructacaeans remain inactive until the tide slackens.

During the spring tide period, when tides run hard, they could be sheltering for several hours. By this time they must be hungry and our bait attracts them into the pot — hey presto — good catches!

During neaps when tides are slack, the crabs and lobsters can move around and have more chance to

feed on their natural food — our bait becomes less attractive.

We do, of course, still take them in our pots — but in fewer numbers. Only an idea I got while steaming out to the pots the other day — say comments from my neighbours.

IN EARLY July we were still getting £2.00 a lb. for our lobsters — a good price for the time of the year. This price reflects the scarcity of lobsters on the south coast, but, from all accounts, lobster landings have been poor in coastal areas from Wales to Northumberland.

We all accept that stocks are declining due to overfishing, but it must be another factor which reduces catches around off the UK.

We all know that lobsters, being cold-blooded animals, are affected by sea water temperatures. If the water is warm their body temperature rises, their metabolic rate increases and they get hungry and enter our pots. When it's cold they're not too hungry and don't bother to feed.

Recently at sea I thought — "my calendar is wrong — it's November!" It was

A lobster shunting to avoid a tidal current.

A scientist in the USA managed to relate that seawater temperatures, the abundance of American lobster, records collected since he has been able to get the season's lobster off Maine, on the east of America.

His results demonstrate that during years of high summer temperatures production increased; the period of peak lobster production occurred when spring summer water temperatures remained low.

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GM26

GM37

GM32

GM44

Aft wheelhouse general purpose vessel.

There seems to be a dull, cold day with a cold NE wind — conditions which bode ill for getting lobsters on our grounds. I'm going to stick to my pot and blame this awful summer for the poor lobster season — say comments from my neighbours.

In the 1970s the weather seems to have changed with the prevalence of rain from the north or east direction. We don't seem to have the warm sunny, dry spells as in the 1960s, remaining cold throughout much of the early summer.

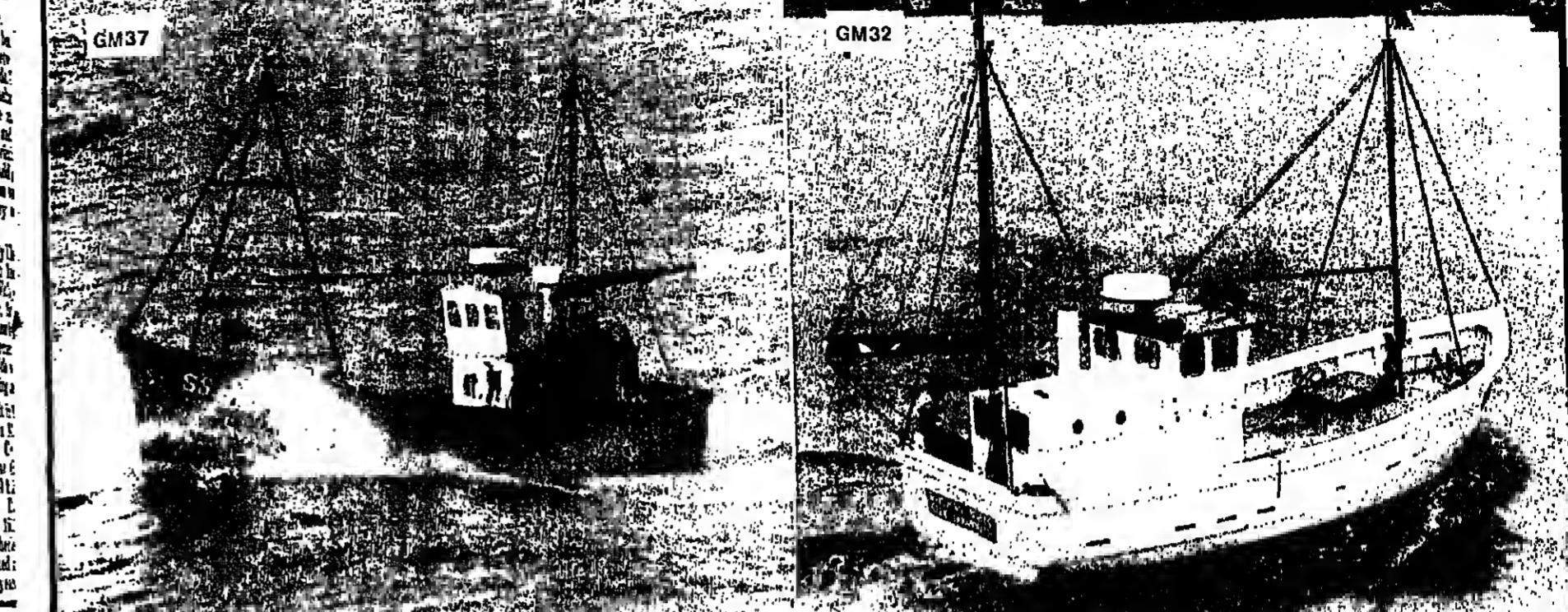
What confuses me is our crab catches have been good. But if there's a dozen lobsters in a pot of crab

ST. KILDA MISSION CREWS ARE HUNTING

August 11, 1978

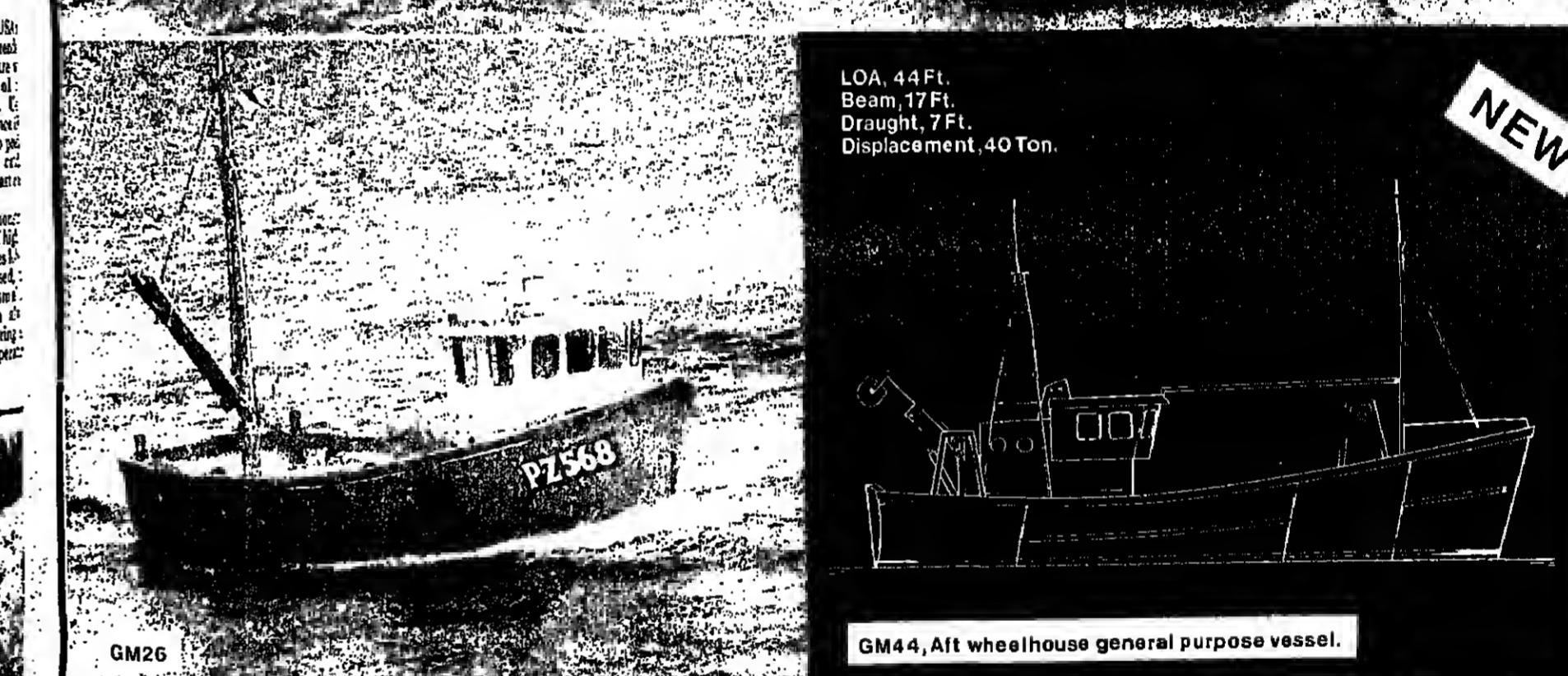
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Aft wheelhouse general purpose vessel.

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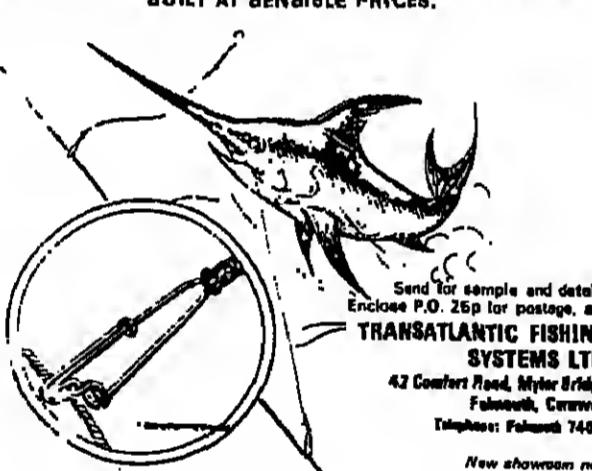
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Warp for work anchor

"I HAVE acquired a heavy Moen anchor and about 20 fm. of it, in chain with a 30 ft. boat which I have just bought. The rest of its ground tackle consists of small stockless anchor and about 15 fm. of warp of dubious quality.

"I expect to do quite a lot of anchoring under varying conditions, but in normal circumstances would not want to use the Moen as I have no means of hauling the chain mechanically.

"What I would like to use for everyday working is a smaller anchor shackled to a few foathoms of chain and a strong warp made of synthetic fibres that I can haul with the capstan.

"What size and type of anchor and warp would you suggest?"

"I suggest you get a 22 lb. Bruce anchor, which has three claws and no moving parts to get clogged or jammed by small pebbles or stones. It is stockless and easy to handle, and the claws dig into any type of bottom exceptionally well. Once they have got a grip, the anchor will hold your boat in most circumstances.

"The Bruce anchor is constructed in one piece from heat-treated cast steel and the manufacturers claim that an 11 lb. unit has the equivalent holding power of a 39 lb. plough anchor or a fisherman pattern anchor weighing nearly 400 lb. It is also claimed that it will bury and hold better than other types of anchor on a short scope of cable."

I suggest that you shackle about four fathoms of Persone's short link, high tensile steel chain to the anchor. As it was designed and produced for making bridles for deep sea trawls, this chain is far stronger and more resistant to abrasion than ordinary mild steel chain.

It is not quite so heavy as the letter and therefore not often used as anchor cable, but would be highly suitable for your particular purpose.

By way of a warp I suggest you get about 20 fm. or two in. circumference Multiplait eight-strand nylon rope and splice it to the inboard end of the chain. This rope possesses all the advantages of any nylon rope for encircling purposes — it has high tensile strength, will stretch considerably before it breaks and does not float.

Size for size, it is as strong as three strand nylon rope. It grips well on winch barrels, capstan heads and sheaves of hydraulic haulers. In addition it is a delight to handle and does not kink.

An exceptional advantage possessed by it for use as anchor warp is that it is easily splicable to chain. When this

is done, instead of warp being attached to chain by means of eye splice, thimble and shackle, there is nothing to obstruct free passage of the cable through bow fairlead or hawsepipe.

In your case you could haul away until the splice reaches the capstan head.

Illustrated instructions about how to splice Multiplait to chain are contained in the Merlow Guide to Knots and Splices — a booklet obtainable, as is the rope itself, from Hawkins and

The jacket of these oilskins is a hybrid between the traditional oilskin coat and a modern smock. It fastens down the front by metal

clips and has elasticated cuffs.

offer new types of oilskins made of new materials.

Vetroplyastics, for instance, have recently introduced a new design of oilskin which might suit deckhands in the rapidly increasing number of seafarers fitted with gutting shelters who are exposed to the elements only when working the power block and rope reels.

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'Forester'

From page two
nor skippers have any control have led to a very deplorable situation which looks like worsening owing to the continued lack of a Common Fisheries Policy.

"Already little worthwhile distant water fishing is left open."

"Conservation was a reason for our exclusion from Iceland, but now there are more Icelandic ships fishing there than ever there were when our own fleet were operating there."

"I feel that, at the moment, the Icelanders are simply providing our own country with fish surplus to their own requirements and that, when winter comes and fishing is easier, they will not be supplying the British market to anything like the same extent."

"Then I forecast them filling or salting any fish on offer and making more for it elsewhere."

Quality

"Monstrous, we cannot compete with the Icelanders on either size or quality of catches."

"As most of the fish caught in the north-north east areas open to us is on the small side, it is of lesser appeal to merchants than that from around Iceland. I understand that, at the moment, fishing off the North Cape and Kogur ground is very good."

"We brought back from Bear Island a mixed catch of both small and big fish, but the market demand was disappointing."

THE FIRST glassfibre fishing boat moulded with a balsa core hull by Versatility Works boats of Rye, Sussex, is now being fitted out by Rank Marine of Port Hamble.

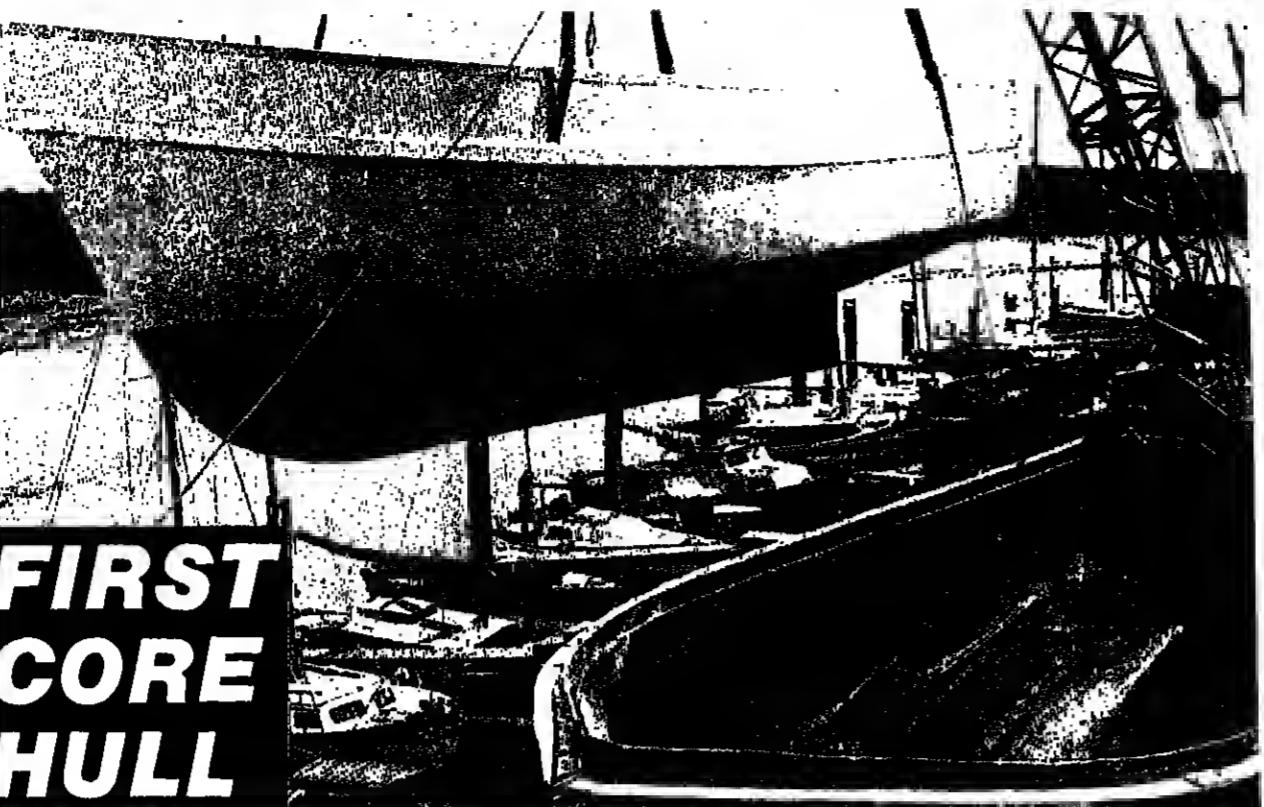
The hull is seen leaving the mould outside Versatility's new factory end, already, the engine has been fitted and the wheelhouse supplied.

The wheelhouse is again of core construction, being smooth and frameless inside and out. Versatility's boss, Mike Haynes, says he expects to put the wheelhouse in production for sale.

Rank and Versatility will be showing the new 36-footer jointly at the Southampton Boat Show.

Meanwhile, the moulders expect to have a new 43-footer in production soon. The first will have a high-density PVC core similar to that used on Swedish gunboats to withstand exploding mines.

Main dimensions are: length, 43 ft. 4 in.; waterline length, 39 ft. 4 in.; beam 17 ft.; and draft, 6 ft. 4 in.

**FIRST CORE HULL****MERCHANTS GET READY TO CONQUER ITALY**

THERE'S STILL room for a few more fish exporters to join the White Fish Authority's sales mission to Italy in October.

Around 25 merchants are already booked on the trip which is to visit Milan, Genoa, Venice and Rome

starting on Sunday, October 1, and returning on Saturday, October 7. Price is £320 with double room accommodation and £342 single.

At present UK fish exports to Italy are almost minimal. The tour is centring in the north of Italy, the country's main fish importing area.

Most fish is eaten in the south of Italy.

France, while skinned pilchards supplied by Denmark are very popular.

Other fish and shellfish in demand are: mussels, whiting, bass, squid, crayfish, shrimps, scallops, salmon and lobster.

British embassy staff in Italy will be assisting merchants, as happened during last year's successful mission to Spain, and meetings will be set up with Italian merchants and processors. An interpreter will travel with the party.

More details are available from: the White Fish Authority, 10 Young Street, Edinburgh EH2 4JQ. Telephone: 031-226 2615.

Demand

High fish prices rule in Italy and, on a trip to the country earlier this year to set up the visit, the White Fish Authority's trade officer, D. A. (Tony) Woodcock, found a demand for both mackerel and pilchards.

Mackerel is at present imported fresh on ice from

Cosalt, while skinned pilchards supplied by Denmark are very popular.

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NET JOBS SAVED

COSALT LTD. has reached agreement with Consolidated Fisheries Ltd, in Grimsby, to take over three net machines from Consolidated and to offer employment to six employees of the firm's net-making department.

Consolidated is continuing to assemble and repair gill nets in this department.

John Ross, chairman of Cosalt, and Nigel Marston, managing director of Consolidated, said that the deal was a good one for both companies.

In its application, Nusa says it wants to export fish products to the Continent and would also be looking for world-wide markets.

The laundry building which is in an industrial estate, is thought to be ideal for the purpose as it is so close to the docks. Two ten-ton lorries would be expected to call daily.

Humber trawlers bump

TWO GRIMSBY middle water trawlers were demerged in a near head-on collision last week as one vessel headed for home at the end of a trip and the other was outward bound.

H. L. Taylor's *Hondo* (right) was making for Grimsby late on August 1 and was north of the River Humber mouth when the 27-ton vessel collided with BUT's *Ross Juno* (below).

Both vessels were quite badly damaged by the impact and, although reports of sea fog in the area. The 413-ton *Ross Juno* suffered some damage to her bow above the water line, it was *Hondo* — laden with 620 kits of fish — which sprang some head-on collision last week as one vessel headed for home at the end of a trip and the other was outward bound.

Fortunately the accident happened so near to port that *Hondo* and *Ross Juno* were able to return to Grimsby without any undue problem. The fire brigade pumped out *Hondo*'s forepeak and bilges once the vessel had docked.

No one was injured on either vessel as a result of the accident. There were no reports of sea fog in the area. The 413-ton *Ross Juno* suffered some damage to her bow above the water line, it was *Hondo* — laden with 620 kits of fish — which sprang some

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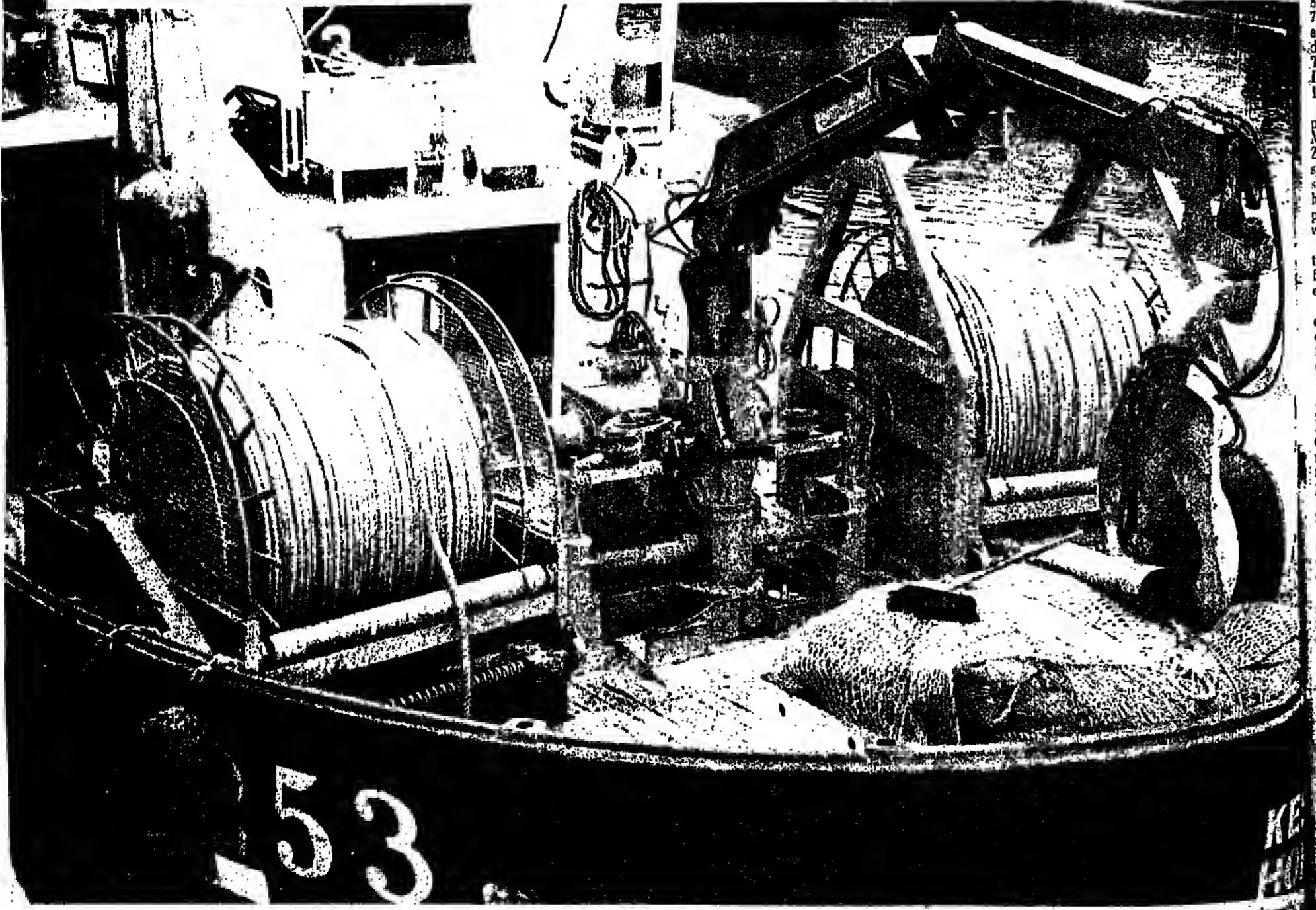
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REELS GO AFT ON NEW FLYDRAGGER

report from GLORIA WILSON



Another from Campbeltown

Following his success with the Campbeltown 80 Kestrel — top Scottish Seiner in 1976 and third in 1977 — Skipper Ian Sutherland of Hopeman came back to Campbeltown Shipyard for his new vessel the 86-foot Kestrel.

Campbeltown Shipyard Ltd.
Trench Point, Campbeltown, Argyll
Tel: 0586 2881/2 Telex 779478

THE COMPLETION of the 86 ft. *Kestrel* by Campbeltown Shipyard for Skipper Ian Sutherland of Hopeman marks an important development in the Scottish flydragging method of seining. All her gear-handling machinery is located aft of the deckhouse.

This has significant safety advantages as it enables the gear to be worked from the stern. Ropes are kept away from the foredeck where the crew guts and boxes the fish. *Kestrel* has also been fitted with a shelterdeck extending from deckhouse to whaleback to give the crew extra protection from the weather.

Her deckhouse will be

Many fishermen think that this layout will be adopted by other seiners as they now feel that the after deck is the logical position to house the gear-handling machinery.

Another Scottish fisherman, Skipper Donald Anderson of Peterhead, has adopted a broadly similar layout for his new 86ft. vessel ordered from the Merseyside yard of McTay Marine.

She, too, will have the gear-handling units aft, but these will include a trawl winch and net drum in addition to seine net winch, rope reel and power block.

Her deckhouse will be

further forward than the *Kestrel* to provide space on the after deck. *Kestrel* was initially built as a conventional vessel with the intention of her winch and gear forward. It was during construction that Sutherland decided on the new layout. Then deckhouse was moved forward to provide more space stern.

Kestrel is the second of that name to be built at Campbeltown Ship. Skipper Sutherland took delivery of *Kestrel* (INS 121) last month. In 1976 she was top seiner with 1,100tms. She came third with 1,000tms.

The new *Kestrel* boat with an overall 85ft. 3in. LOA predecessor she will be at Peterhead through the agents of pian Sea Fishing Ltd.

Kestrel is of similar dimensions and hull form to other 85ft. seiners from the Campbeltown yard and has a cruiser stern and raked stem.

She has a length between

perpendiculars of 78ft. 7in.

registered length just short of

80ft., moulded beam 23ft.

7in., moulded depth

midships, 12ft., and extreme

draft aft, 11ft. 3in. Gross

Tonnage under Scottish Part

IV Registry is calculated at

146.

All her steelwork is

protected inside and out by

Metallic Molecular Metallic Zinc corrosion control

systems and the boat is of all-

steel construction except for

hatches, landing derrick and

part of the wheelhouse top

which are of aluminium.

Layout below deck is

traditional, with the forepeak

followed by fishroom, engine room and crew's cabin.

Wing tanks in the

engine room have a total

capacity for 5,700 gallons of

fuel oil, while fresh water is

carried in a tank at the

forepeak.

Kestrel is powered by a

Mirrlees Blackstone type

ESL6MGR air-starting

engine with a continuous

rating of 600 hp at 750 rpm.

It turns a Bruntons fixed-pitch

propeller through a Mirrlees

Blackstone NM2.5 gearbox of

2.5:1 reduction ratio.

Dual-station Chadbun

Electric remote controls for

the engine are fitted in the

wheelhouse.

A Desmi bilge and general

service pump, and the steering

gear pump, are belt-driven

from the main engine flywheel.

An extension shaft at the

forward end of the engine

provides a belt drive for two

24V Transmotor generators

and the hydraulic braking

pump for the rope reels.

Pelican Engineering Co.

Sales Ltd. of Leeds supplied

the auxiliary unit based on a

Kestrel has a double bottom 130ft. 6in. long, 20ft. 6in. wide, 3ft. 6in. high. Hull thickness of 11mm. Hull is built of 16mm plate. Hull is built of 16mm plate.

Gardner 6LXB engine of 127 hp at 1,600 rpm. The Dowty variable delivery hydraulic pump for the winch, and the Vickers double hydraulic pump unit for rope reels and power block, are driven from the after end of the Gardner engine through a Rockford clutch.

A Transmotor 24V generator is powered by direct drive from the fore end of the auxiliary engine, while a Desni bilge and general service pump and a Wilson air compressor are belt-driven from a shaft at the free end of the generator. Another air compressor is driven from a small Petter diesel engine.

TWO DRUMS

Electrics are 24V throughout and the main distribution switchboard is by Watson and Dundee of Glasgow. Other equipment in the engine room includes Godwin flash/seawater pressure sets and Stuart Turner fuel transfer pump.

A Norsk Laursen seine net winch is located on deck immediately aft of the deckhouse. The two-drum system of rope reels was

Turn to page 14

Left: Kestrel's gear setting aft deck. All the seine net gear-handling machinery — including winches, rope reels and power block — is located aft. The winches and reels are usually tilted forward. Below: the medallion painted on *Kestrel's* stern.

RIVER DEE. Stern trawler built by Richards of Lowestoft for Skipper William Wilson and Partner. ESL 8 M air starting propulsion engine with continuous rating of 900hp at 800rpm.

KESTREL. Built by Campbeltown Shipyard for

Skipper Ian Sutherland of Hopeman. ESL 6 MGR air starting engine with continuous rating of

600hp at 750rpm.

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Tel. Devoran 863544

NEW AFT FLYDRAGGER

From page 13

supplied by the Lossie
Hydraulics Co., along with the
power block which is hung on
an Alata crane, at the after
side of the winch.

When the ropes are being
heaved, they travel to the
seine winch barrels via rollers
fitted on deck at either side of
the power block crane.

From the winch they pass
back aft to sheaves positioned
against the net bin and, then,
forward on to the rope reels.
The ropes are simply run off
the reels when the gear is being
set.

Controls for both winch
and reels are located in the
wheelhouse.

A Lossie Hydraulics cargo
winch is housed on the
shelterdeck for working the
lending derrick. It is powered
from one of the Vickers
hydraulic pumps on the auxiliary
engine.

HATCH

A discharge hatch in the
shelterdeck is positioned
directly above the fishroom
hatch and another hatch, at
the forward end of the
shelterdeck, gives access
down on to the main deck.

A Deyey hand-operated
anchor windlass is fitted well
forward on the shelterdeck.

The 185 cu in fishroom is
insulated with foam, faced
with aluminium sheet, and is
fitted with aluminium
stanchions and wooden
dividers.

Woodsons of Aberdeen has
supplied the majority of the
electronic instruments in the
wheelhouse. These include
Elac LAZ72 Echograph with
LAZ62 Fishlure; Sailor T126 R105 SSB radio
telephone; Sailor RT144B vhf radio telephone; Woodson's
Intercom system; Mermaid Watchkeeping Receiver;
Robertson AP7 automatic pilot; OKI ONX-7
radar with ONA-3 variable
range marker; and Ben
Amphitrite speed log.

Equipment from Decca
comprises two Mk.21
Navigator and 360T Track
Plotter with dual receiver-track
plotter switch type 2804A.

Other wheelhouse fittings
include a Kelvin Hughes echo
sounder, Wynnstrons window
wiper, two Bostrom Viking
chairs, also Alan Haigh
and Co. fishing light/navigation
light switch panel. There
are Morse remote controls for
the winch and auxiliary

engine, while Tenford 115
FSG steering gear is coupled
to the auto-pilot.

The alarm panels for the
Tecoid Electronics fire detection
and bilge level warning
systems, and for the
Pyropress stern tube low lube
oil pressure alarm system, are
also housed in the
wheelhouse.

The combined galley and
messroom, located below the
wheelhouse, is fitted with a
Kempsafe oil-fired cooker
and two small Electrolux
fridges.

Bunks for eight are arranged
in the crew's cabin, below
deck aft, and central heating
and domestic hot water is
provided from a Pyro oil-fired
boiler housed in the
engineering room.

More rubber ring matting
is laid in both the deckhouse
and wheelhouse, while a
Fordham toilet and hand
basin are also fitted in the
deckhouse.

Woodsons

of Aberdeen

has supplied the
majority of the
electronic instruments
in the wheelhouse.

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fishing news international

August 1978 Vol 17 No 8

COSALT
GRIMSBY ENGLANDShrimper
trio for
Tanzania

A new use for a small GRP hull from a British yard is shrimp fishing in Tanzania. The 35 ft (10.67 metres) long Kumba is one of three trawlers moulded by Freedman Marine of Grimsby. Ministry of Overseas Development project based on Dar es Salaam. For further details, see Page 24.



Fisheries chief Herman Wistingen resigns
Page 3.

Meal giant sold
fishermen resist catch and release
policy to open new
Zambia waters to
fishing
Page 4.

NZ-Japan deal?
fish in exchange
shrimps and butter? Trade
talks could be open now
Zambia waters to
fishing
Page 14.

Research job
West Germany's research
trip Whaler Whalers
to
American waters to
explore fish stocks
Page 17.

SALMON
Landlocked Atlantic salmon
alive and well and thriving in
shrimps and butter? Trade
talks could be open now
Zambia waters to
fishing
Page 18.

Boom-time
in Canada
Only four years ago
Canadian fish industry
plunged into record over-
fishing. But now it's boom-
time ahead catches and
stocks back to record levels
— Page 20.

WHICH PATH
FOR INDIA?
A disease industry
supporting large trawl
fishery is better deal for
the small-scale fisher-
man. Which offers the
best future for India?
— Page 22.

'Autoline'
British first 'Autoline'
makes history at the port of
Sorøsøy... — Page 26.

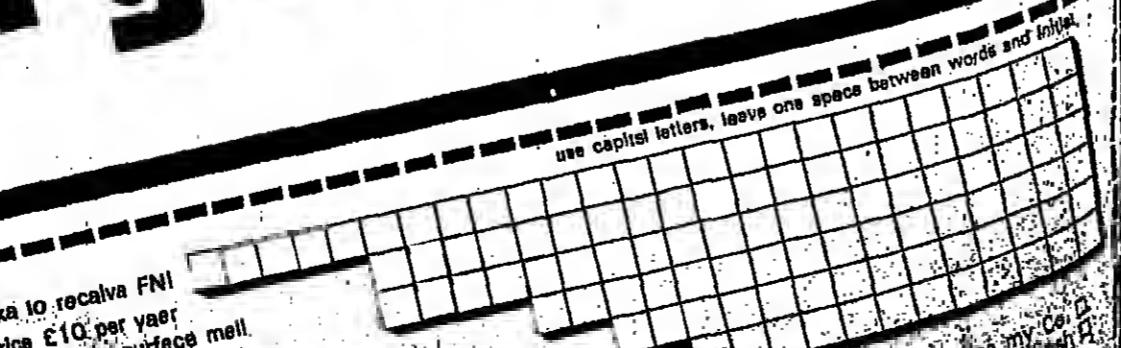
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August 11, 1978

FISHING NEWS

STOCKS OF SALMON FADING

"Fishing News International" is now a newspaper aimed at keeping its readers well informed on the world scene. FNI runs a fast news service of developments in catching, handling, processing and marketing each month. You can subscribe using the form below and be the first to know what's happening from Alaska to Zambia.

SALMON catches are reported to be falling fast in Ireland as controversy continues over what conservation measures should now be applied.

What appears to be amassing is a picture of falling stocks, despite a major clampdown by the Department of Fisheries on poachers and tight controls exerted by local fishery boards.

It is estimated that poachers — ignoring all the rules about net lengths, mesh sizes

— take about 200,000 salmon a year and the rod anglers are also protesting that drift-nets are endangering the species.

Some commercial fisherman in Ireland are claiming that the riparian owners and the angling clubs are starting a "scare" campaign in an attempt to get a moratorium on commercial fishing for salmon.

It does appear, however, that more conservation measures may be necessary to judge by reports so far from around Ireland.

From Galway a very low catch of 4,000 to

5,000 fish was reported last year, but this year it could be even lower, perhaps down under 3,000.

There are indications that the Galway and Aran Fisherman's Cooperative, normally getting about 11,000 salmon from its members, may get considerably below that this year. Limariok, Drogheada and Kerry also report low catches.

The final picture will not be available for some time yet but, so far, the indications for the stocks are not good.

measures expected

Sailmen in the picture

PUBLICATIONS
by Tople Books. Other books on old sailing craft, etc., are in the pipeline.

"Sailing Fishermen in Old Photographs" is a paperback with pictures taken in and around Lowestoft from 1898

onwards.

The girls who gutted and packed the herring.

There are also some individual portraits — lifeboatmen, beachmen and "Poh" Fletcher, whose claim to fame is his association with the writer Edward Fitzgerald.

This is the first publication

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The girls who gutted and packed the herring.

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This is the first publication

FIGHT IN THE COURT NOT ON THE SEALED

THE BATTLE in South Devon between skin divers and local potters, who claim the divers have been interfering with their equipment and removing lorry-loads of shellfish, has entered round two.

In the first round, fisherman threatened to take the law into their own hands unless legislation to control the divers' activities was introduced. Now, Chris Holwill, coach for the south west, has added that the bottle will be fought in the courts, and not on the seabed.

According to Mr. Holwill, the problem is that shellfish stocks have been over-fished, and the blame is being put on the divers.

He also claims that a lot of that fisherman involved are "moon-lighters" who go after shellfish after their day's work is done.

"The sea is for everyone," he says. "If there is any dispute over who takes what, it should be settled through the proper channels."

HADDOCK LICENCES

From page one

benjamin ashcroft, a former Hull trawler skipper, has died in Kingaton General Hospital, Hull, at the age of 68. He spent the whole of his working life, both afloat and ashore, with Halyar Bros.

He joined the company as a deckhand in 1888, became a skipper in 1898, and was appointed to the North Sea in 1901. He remained with the company until his retirement in 1938. He was the trawler "Man O' War".

Skipper Ashcroft served in the RNR during World War Two and was mentioned twice in despatches because of his minnow-feeding services.

After the war he resumed fishing out of Hull until his appointment as skipper of a boat he had for about 18 years until his retirement in 1974.

He is survived by his widow, a son and a daughter.

The family悲痛欲绝 for North Sea hauliers the loss of jobs.

It also seems likely that the Government will take action in the North Sea, despite a hostile reception from certain sectors of the industry. Again it is proposed to licence vessels and restrict their haddock catches by means of the licence.

The figure below suggests

restricted haddock catches on the west coast, the government expects a massive increase.

of deep sea trawlers into the North Sea.

The question still remains whether a licence with a stipulated quantity is the best way of managing fisheries. Fishery officers would have to cover all the landing ports 24 hours a day.

It is felt in some quarters, however, that more interference in the affairs of the fishing industry could lead to a black market.

Wreck blast

THE LEAKAGE of oil remaining in the wreck of the trawler "Ella Hewitt", which sank in 1962 in Church Bay, Rathlin Island, Northern Ireland, will be stopped in September.

The Ministry of Defence will then braach the fuel tanks by controlled explosions. The oil, which has been leaking intermittently from the wreck for at least two years, will be dealt with as it surfaces.

The work is being carried out on behalf of the Department of Trade.

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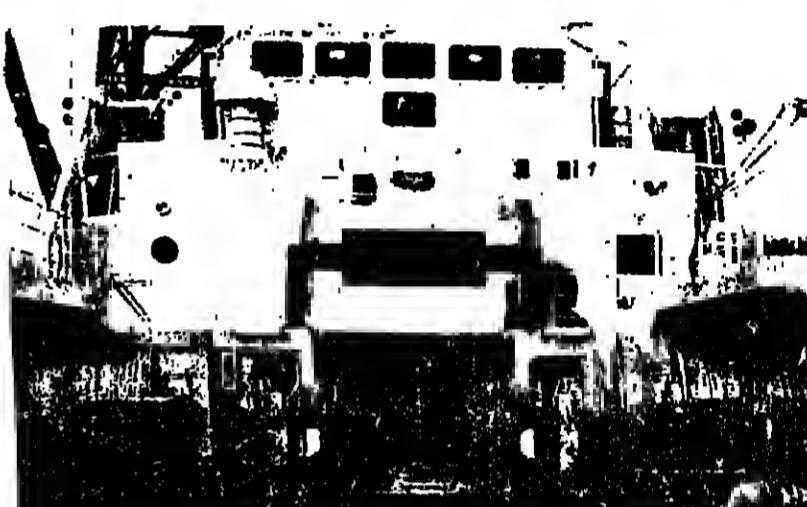
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£21,360; *Crystal Palace*, Consol (Sk. P. Blaney), 1,063k, WS, 24 days.

Middle water

£23,638; *Ross Jackal*, BUT (Sk. P. McCarthy), 841k, W, 15 days.
£21,872; *Ross Kelly*, BUT (Sk. P. Phillipson), 1,089k, W, 15 days.
£16,002; *Hondo*, Taylor (Sk. J. Colburt), 520k, W, 15 days.
£16,698; *Ross Kelvin*, BUT (Sk. R. Kurz), 903k, W, 16 days.
£13,915; *Ross Genet*, BUT (Sk. E. St. Pierre), 576k, W, 16 days.

North Sea

£21,418; *Sando*, Taylor (Sk. G. Dreyer), 429k, NS, 14 days.
£11,684; *Loveden*, Lindsey (Sk. A. Wright), 295k, NS, 13 days.
£8,718; *Tom Grant*, Lindsey (Sk. S. Johnson), 230k, NS, 12 days.

Salmons

£16,684; *Rasmine*, Chapman (Sk. V. Thomsen), 581k, NS, 13 days.
£11,636; *Frederiksborg*, Sleight (Sk. G. Mussell), 332k, NS, 16 days.
£11,102; *Gladness*, Jubilee (Sk. J. Olesen), 459k, NS, 12 days.
£10,760; *Macandri*, Sleight (Sk. L. Hojberg), 281k, NS, 12 days.
£10,674; *Margaret*, Hamling (Sk. T. Nielsen), 334k, NS, 10 days.
£10,443; *Sonderborg*, Consol (Sk. O. Pedersen), 352k, NS, 9 days.
£10,473; *Charmor*, United (Sk. O. Jensen), 300k, NS, 16 days.
£10,422; *Helga Maria*, Danbrit (Sk. M. Mayer), 343k, NS, 13 days.

Pair teams

£21,321; *Carl Borum*, (Sk. G. Riley), 755k, and £15,508; *Jacqueline Borum*, (Sk. J. Borum), 536k, both Danbrit, NS, 9 days.
£18,145; *Samanya*, (Sk. H. Thinnissen), 550k, and £14,507; *Tino*, (Sk. P. Thinnissen), 438k, both United, NS, 10 days.
£14,620; *Sonia Jane*, (Sk. D. Buley), 464k, and £11,675; *Ann Charlotte*,

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BILLINGSGATE MARKET, LONDON EC1

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Telephone: 021 822 1827, 021 822 1828, 021 822 1829**HUMBER VESSELS DUE**GRIMSBY Koshnir, Ross Panther, Sonda
Expected during the week from and Tokio.

HULL Whitia Sae: St. Gerontius.

WESTERLY: Ross Cougar, Ross
Expected during the week from Genet, Ross Jackal, Ross

White Sae: St. Gerontius.

PORT MARKETSFRIDAY, JULY 28
RVE (SUSSEX)
Prices: plaice, £3.36/stone, £1.50;
whiting, £1.80; flounders, £1.; per
stone; large Dover sole, £1.;
medium, £1.20; plaice, 50p; per lb.MONDAY, AUGUST 7
GRIMSBY
28 boats landed a good supply of
5,708 kits, which met a good de-
mand. Prices: plaice, £27.63/stone;
cod, £1.80/£4.50; codling, £2.80/£3.75;HULL
2,500 kits from two vessels, in-
cluding an Icelandic part lan-
ding. Price ranges per 10 st. kits:
haddock, £26.25/£27.35; plaice, £20.25/£23.25; shell cod-
ing, £24.25/£24.50; shell ha-
d dock, £34.25/£34.80; plaice, £24.80;
colin, £19.50/£24.20 (£21.60);
bargylta, £16.60/£28.35 (£22.15);
plaice, £47.FLEETWOOD
Prices: lemon sole, £27.63/stone;
cod, £1.80/£4.50; plaice, £24.80/haddock, £24.25/£24.50; shell ha-
d dock, £34.25/£34.80; plaice, £24.80;colin, £19.50/£24.20 (£21.60);
bargylta, £16.60/£28.35 (£22.15);
plaice, £47.

PLAICE, £2.80/£3.50; whiting, £1.80/£2.50;

large Dover sole, £2.80/£3.50; plaice,
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